



Request for City Council Committee Action from the Department of Public Works

Date: November 7, 2013

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: **Municipal Consent for Railway Bridge over Central Avenue NE (TH 65)**

Recommendation:

Adoption of a Resolution approving Municipal Consent for the Minnesota Department of Transportation's reconstruction of the railroad bridge over State Trunk Highway 65 Project (S.P. 2710-42).

Previous Directives: None

Department Information:

Prepared by: Jack Yuzna, P.E. Principal Engineer
Don Elwood, P.E., Director, Transportation Planning and Engineering

Approved by: _____

Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Ron Rauchle, P.E., MnDOT West Metro Area Engineer
Jack Yuzna, P.E., Bridge Engineer

Reviews: NA

Financial Impact

- Action is within the Business Plan

Community Impact

- Neighborhood Notification
- City Goals
- Comprehensive Plan
- Other

Supporting Information

Background

The existing bridge spanning STH 65/Central Avenue between 14th Avenue NE and 18th Avenue NE was constructed in 1924 and carries the Burlington Northern Santa Fe (BNSF) Railroad. The bridge has aged and needs to be replaced. MnDOT, the City of Minneapolis and BNSF Railway have been working together to develop the design and construction plans for a new bridge.

The project scope calls for replacement with a new structure for railroad traffic; widening of the sidewalks passing under the bridge; increasing the vertical clearance for motor vehicle traffic traveling on Central Avenue; retaining walls; and resurfacing of the roadway between 14th Avenue NE and 18th Avenue NE. Accommodations are also being made for integrating future public art.

The number of motor vehicle lanes will not be increased. However, due to the increased sidewalk widths the bridge span will be longer than the existing structure. The span length increase requires MnDOT to acquire additional right-of-way (ROW) adjacent to the bridge abutments. The need to acquire ROW requires MnDOT to seek Municipal Consent for their project.

MnDOT developed several construction staging alternatives. After holding open houses and meeting with businesses & neighborhoods in the areas affected by the project construction, closing Central Avenue and detouring traffic during construction was determined to be the preferred alternative as it will limit traffic impacts to one construction year. The detour routes were developed with Public Works staff and community input and are attached.

Cost & Funding Sources:

Project cost is estimated to be \$14 million and 100% MnDOT funded.

Schedule:

Completion of Design & Bid Documents: Winter 2013

Project let date for construction: February 2014

Construction start: Spring 2014

Construction substantially completed: Late Fall 2014

Attached: Project Location Map
Project Layout
Bridge Elevation View
ROW Map
Detour Map

Cc: CM Reich, Ward 1

Pam Fernandez, Finance

T&PW – Your Committee recommends the adoption of a Resolution Approving Municipal Consent for the State of Minnesota Department of Transportation's Reconstruction of the Railroad Bridge over State Trunk Highway 65 Project (S.P. 2710-42).

RESOLUTION NO. _____

**RESOLUTION FOR LAYOUT APPROVAL
of Minnesota Department of Transportation's
State Trunk Highway 65 Project S.P. 2710-42**

WHEREAS, the Commissioner of Transportation has prepared a final layout for the improvement of State Trunk Highway 65 (Central Avenue) within the City of Minneapolis which includes the reconstruction of a railroad bridge and resurfacing of the roadway and seeks the approval thereof; and

WHEREAS, said final layouts are on file in the Minnesota Department of Transportation office, _____, Minnesota, being marked, labeled and identified as Layout No. 1B S.P. 2710-42 from R.P. 14th Avenue NE to 18th Avenue NE and

WHEREAS, improvements to city streets and appurtenances have been included in the said final layouts.

NOW, THEREFORE, BE IT RESOLVED that said final layouts for the improvement of said Trunk Highway within the corporate limits be and is hereby approved".

Upon the call of the roll the following Council Members voted in favor of the Resolution:

The following Council Members voted against its adoption:

ATTEST:

Mayor _____ Dated _____, 200_____

STATE OF MINNESOTA

COUNTY OF _____

CITY OF _____

I do hereby certify that the foregoing Resolution is a true and correct copy of a resolution presented to and adopted by the Council of the City of _____, Minnesota at a duly authorized meeting thereof held on the _____ day of _____, 201_____, as shown by the minutes of said meeting in my possession.

(SEAL)_____

City Clerk

ivDOT identified the need to reduce the existing railroad bridge over TH 55 and to improve the current vertical clearance. To accommodate the need for increased vertical clearance, a couple of options were developed. The railroad grade on leaving the bridge of TH 55, based on the results of this study, a thru-grade railroad bridge was chosen along with slightly lowering the profile of TH 55 underneath the bridge.

August, 2012 - Layout 1 was submitted to the MDOT Layout Approval Committee. The committee reviewed the layout and approved it on August 22, 2012.

October, 2012 - Layout 1 is submitted for Staff Approval incorporating LAC comments from Layout 1.

November, 2012 - Comments on Layout 1 received from LAC and incorporated into Layout and resubmitted as Layout 2.

DESIGN FILE: S:\ADP\AWM\4718632-0-Sign-St-Cover-Ch9A.dwg; PLOT: A4-DWG
DATE: 07/15/2012

Programmed Letting Date: June 7th, 2012

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer for the State of Minnesota.
 Certified By: James J. O'Brien License No. 42413
 Printed Name: James J. O'Brien Date: 3/22/2002





